Environmental Checklist

1. **Project Title:** Slauson Avenue Revitalization Project
2. **Lead Agency Name and Address:** County of Los Angeles Department of Public Works
   900 South Fremont Avenue
   Alhambra, California 91803
3. **Contact Person and Phone Number:** Ms. Reyna Soriano
   (626) 458-5192
4. **Project Location:**

   The proposed project would be located along Slauson Avenue, extending approximately 0.4 mile from La Brea Avenue in unincorporated Los Angeles County (County) on the west to Angeles Vista Boulevard in the City of Los Angeles on the east. Approximately 190 feet of the 0.4-mile project corridor would be located in the jurisdiction of the City of Los Angeles (West Adams–Baldwin Hills–Leimert Community Plan area); the majority of the project corridor would fall within the unincorporated View Park, Windsor Hills, and Ladera Heights communities of Los Angeles County. The project location is shown in Figures 1 and 2.

   Thomas Guide: 673 C6

   U.S. Geological Survey (USGS) Quad: Inglewood-02S 14W
5. **Project Sponsor's Name and Address:** County of Los Angeles Department of Public Works
   900 South Fremont Avenue
   Alhambra, California 91803
6. **General Plan Designation:**

   Major Highway (Los Angeles County General Plan); Major Highway Class II (City of Los Angeles West Adams–Baldwin Hills–Leimert Community Plan)
7. **Zoning:**

   Public Right-of-Way
8. **Description of Project:**

   The proposed project's primary objective is to encourage revitalization of the area as a town center through pedestrian improvements along Slauson Avenue. Slauson Avenue, which is designated as a Major Highway, has two through lanes, a painted median with left-turn bays, 8-foot-wide sidewalks, and curbside parking lanes in each direction. The five alternatives that are under consideration for detailed evaluation in the draft environmental impact report are identified as Options A-1, A-2, B-1, B-2, and C. Alternative 1 (i.e., Option C) would provide 8-foot-wide parallel parking lanes, 20-foot-wide sidewalks, a 10-foot-wide raised median, 5-foot-wide Class II bicycle lanes, and one 12-foot-wide traffic lane in each direction. By providing the widest sidewalks of the five build alternatives and the fewest traffic lanes, Alternative 1 has the greatest potential to improve walkability and create a bicycle- and pedestrian-friendly environment within the corridor. The 20-foot-wide sidewalk would include parkway pedestrian lighting as part of streetscape pedestrian enhancements. Alternative 2 (i.e., Option A-1) would provide 8-foot-wide parallel parking lanes, 12-foot-wide sidewalks, a 10-foot-wide raised median, a Class III bicycle route, and a 14-foot-wide middle traffic lane and an 11-foot-wide inside traffic lane in each direction. Under Alternative 3 (i.e., Option A-2), 8-foot-wide parallel parking lanes, 16-foot-wide sidewalks, a 10-foot-wide raised median, and a 10-foot-wide middle traffic lane and an 11-foot-wide inside traffic lane in each direction are proposed. This alternative would not include designated bike facilities. Alternative 4 (i.e., Option B-1) would provide a 10-foot-wide raised median and a Class III bicycle lane while maintaining the existing 8-foot-wide sidewalks. This alternative would also maintain the existing

number of full-time travel lanes (i.e., a 12-foot-wide middle traffic lane and an 11-foot-wide inside traffic lane). However, the peak-period travel lane/off-peak-period parking lane would be widened by 1 foot, from 13 feet to 14 feet, to accommodate the Class III bicycle route. Alternative 5 (i.e., Option B-2) would provide a 12-foot-wide sidewalk and a 10-foot-wide raised median. This alternative would maintain the existing three-lane configuration (i.e., a 10-foot-wide middle traffic lane, an 11-foot-wide inside traffic lane, and a 12-foot-wide peak-period travel lane). Under this alternative, no bicycle facilities would be provided.

Figures 3-1 through 3-5 show the alternatives described above.

Construction of the proposed project would begin in the spring of 2015 and take approximately 12 months to complete.

9. Surrounding Land Uses and Setting:

Slauson Avenue, in the project area, is a developed urban corridor that contains a mix of commercial uses, including office space, storage and warehouse units, retail stores, service stations, and restaurants. Surrounding land uses include neighborhood commercial uses, low- to medium-density residential development, and low- to mid-rise office buildings. A few buildings along the project corridor contain retail uses on the ground floor, with office/commercial uses on the upper floors. Residential uses are generally located adjacent to the northern, eastern, and southern portions of the project site, while commercial uses are located adjacent to the western portion.

All parcels immediately north and south of Slauson Avenue, which are under the jurisdiction of the County, are zoned neighborhood business (C-2). Those few parcels north and south of Slauson Avenue within the jurisdiction of the City of Los Angeles are zoned Limited Commercial (C1.5) and designated as Neighborhood Commercial according to the City of Los Angeles General Plan Land Use map. Parcels that are located within the City of Los Angeles West Adams–Baldwin Hills–Leimert Community Plan area are designated as Commercial.

10. Other Public Agencies Whose Approval Is Required:

- Regional Water Quality Control Board (National Pollutant Discharge Elimination System [NPDES] Construction General Permit [CGP])
- City of Los Angeles

Environmental Factors Potentially Affected

The environmental factors checked below could be affected by this project (i.e., the project would involve at least one impact that is a "potentially significant impact") prior to implementation of mitigation measures, as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☐ Biological Resources	☒ Cultural Resources	☒ Geology/Soils
☒ Greenhouse Gas Emissions	☒ Hazards and Hazardous Materials	☐ Hydrology/Water Quality
☒ Land Use/Planning	☐ Mineral Resources	☒ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☒ Transportation/Traffic	☐ Utilities/Service Systems	☒ Mandatory Findings of Significance

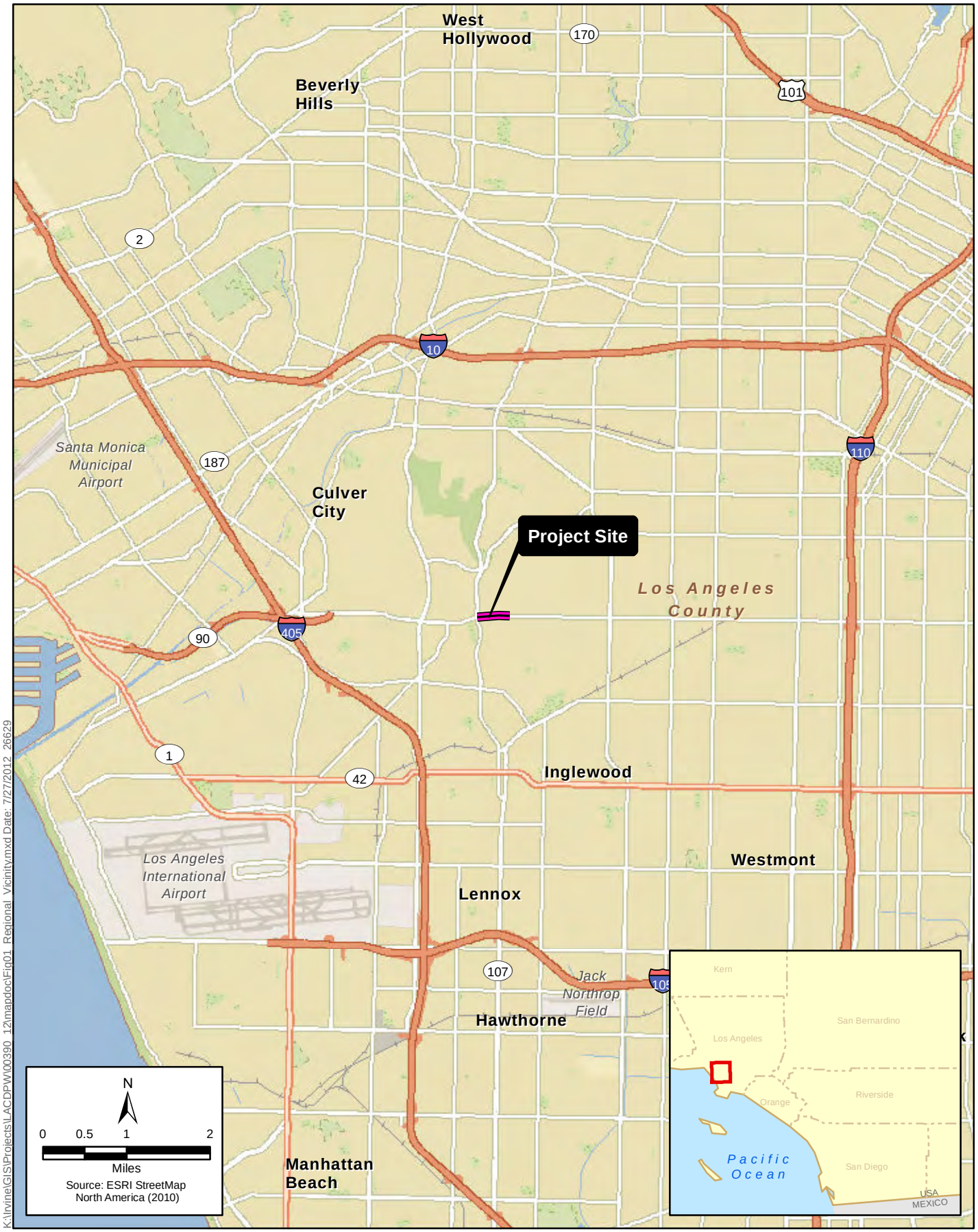

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Figure 1
Regional Vicinity Map
LACDPW Slauson Ave Revitalization Project EIR

Figure 2
Project Vicinity
LACDPW Slauson Ave Revitalization Project EIR

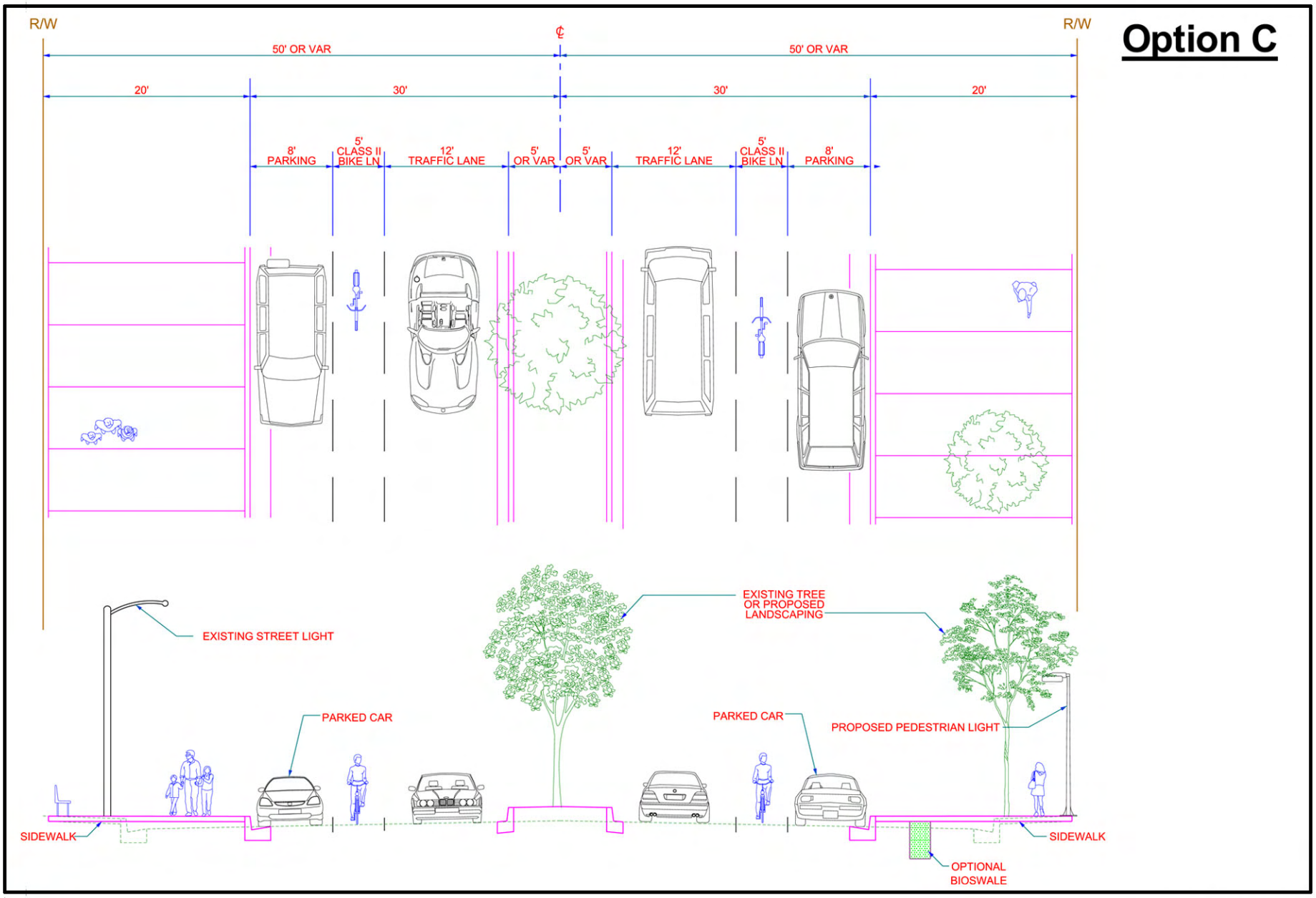

Figure 3-1
Alternative 1 - Option C
LACDPW Slauson Ave Revitalization Project EIR

Option A-1

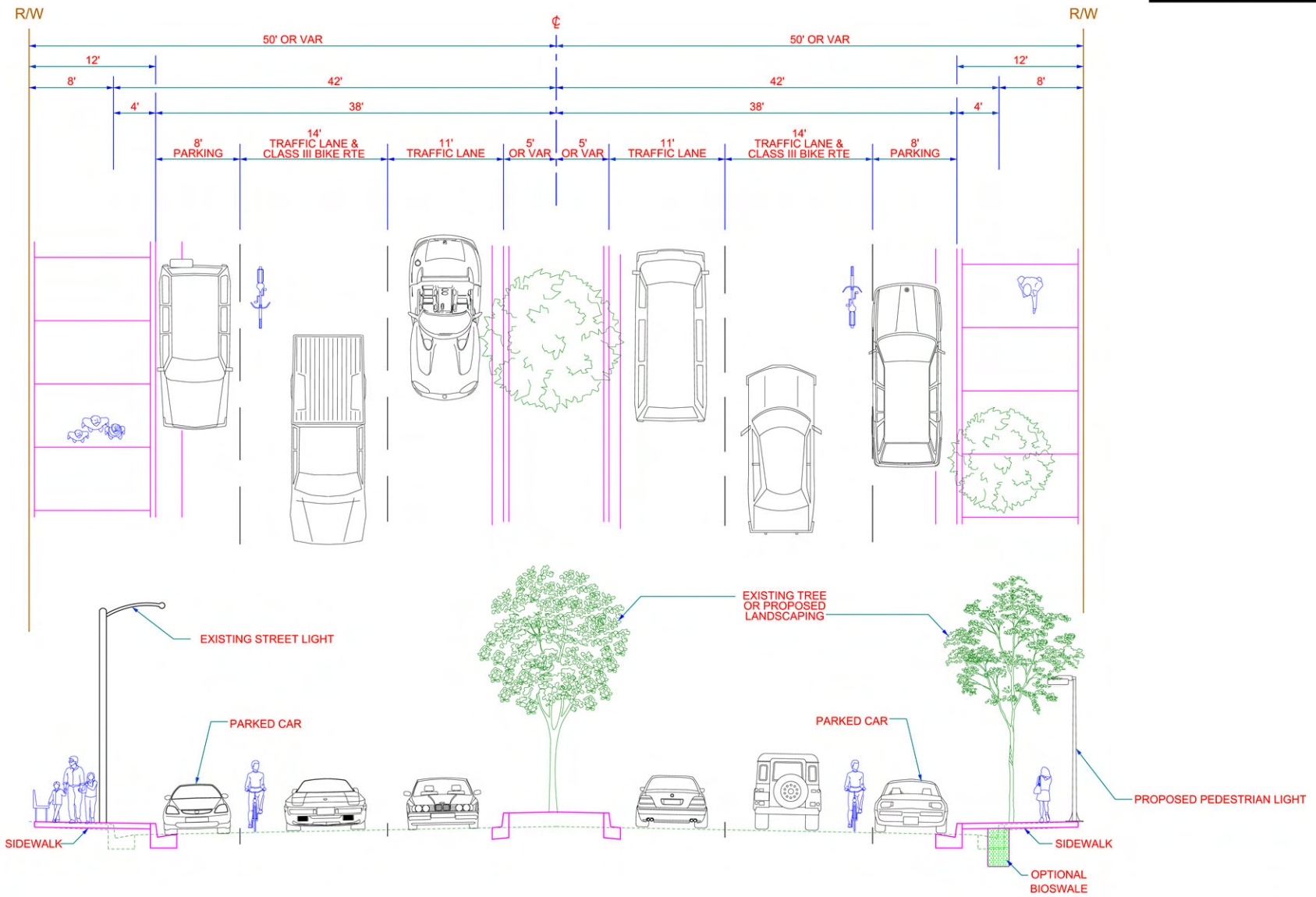

Figure 3-2
Alternative 2 - Option A-1
LACDPW Slauson Ave Revitalization Project EIR

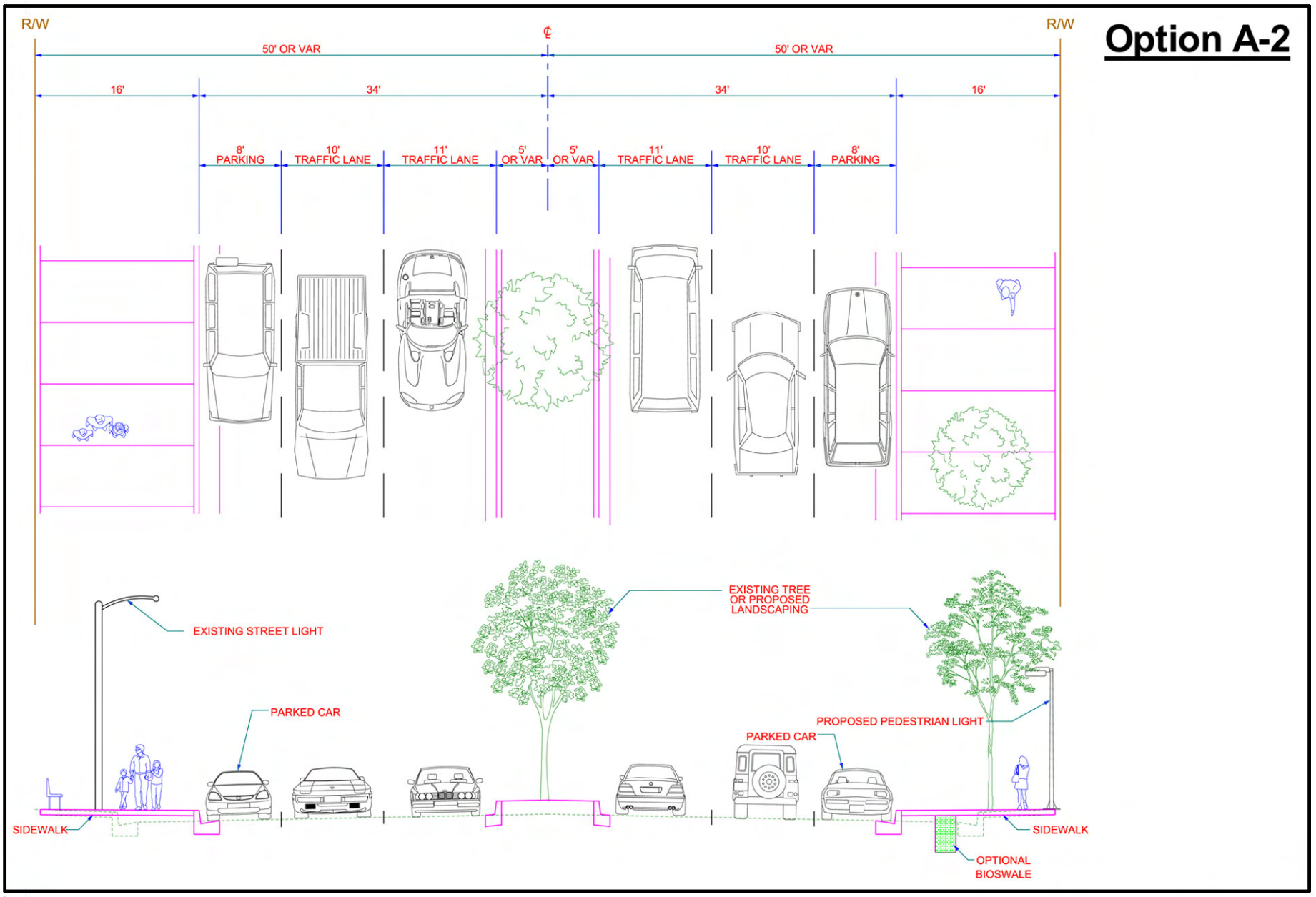

Figure 3-3
Alternative 3 - Option A-2
LACDPW Slauson Ave Revitalization Project EIR

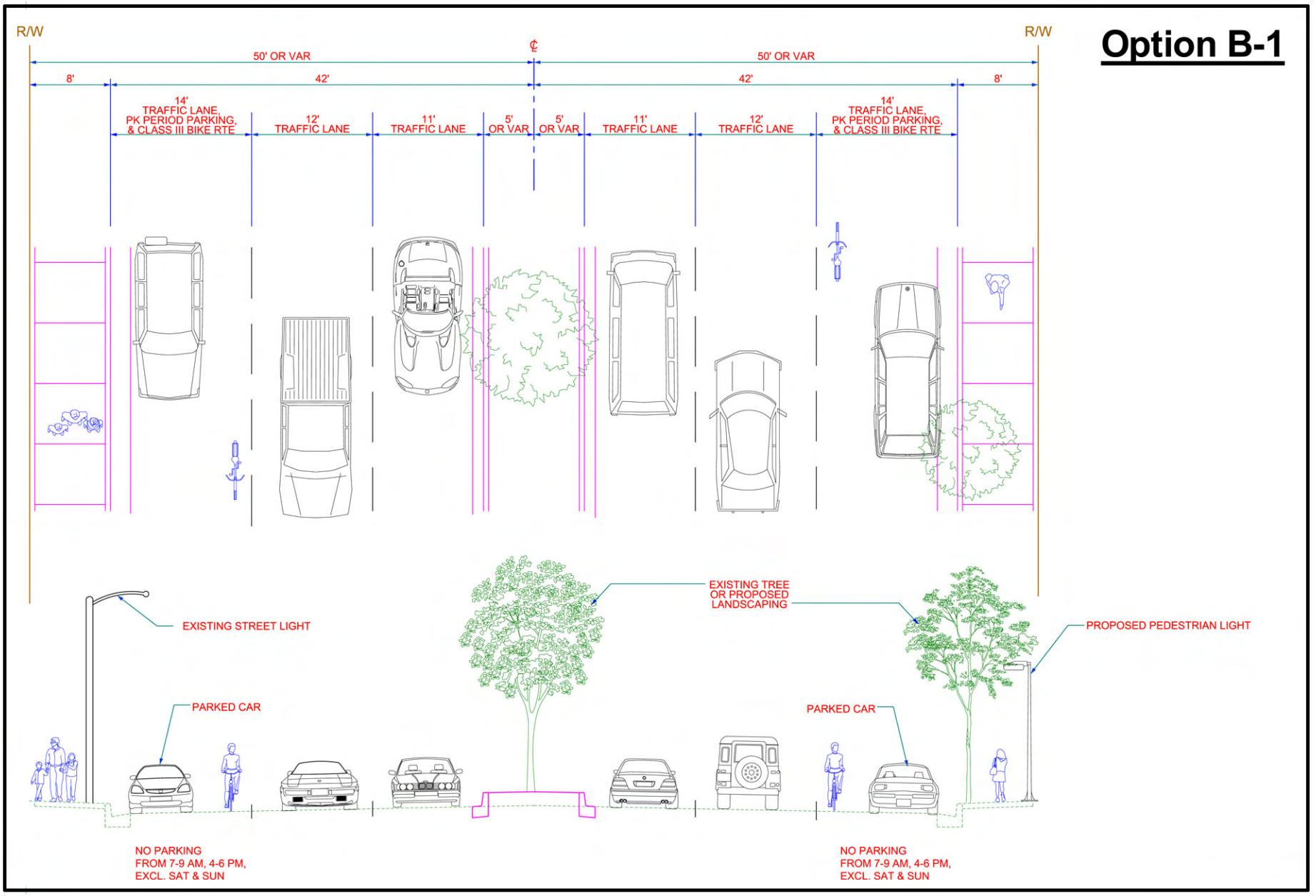

Figure 3-4
Alternative 4 - Option B-1
LACDPW Slauson Ave Revitalization Project EIR

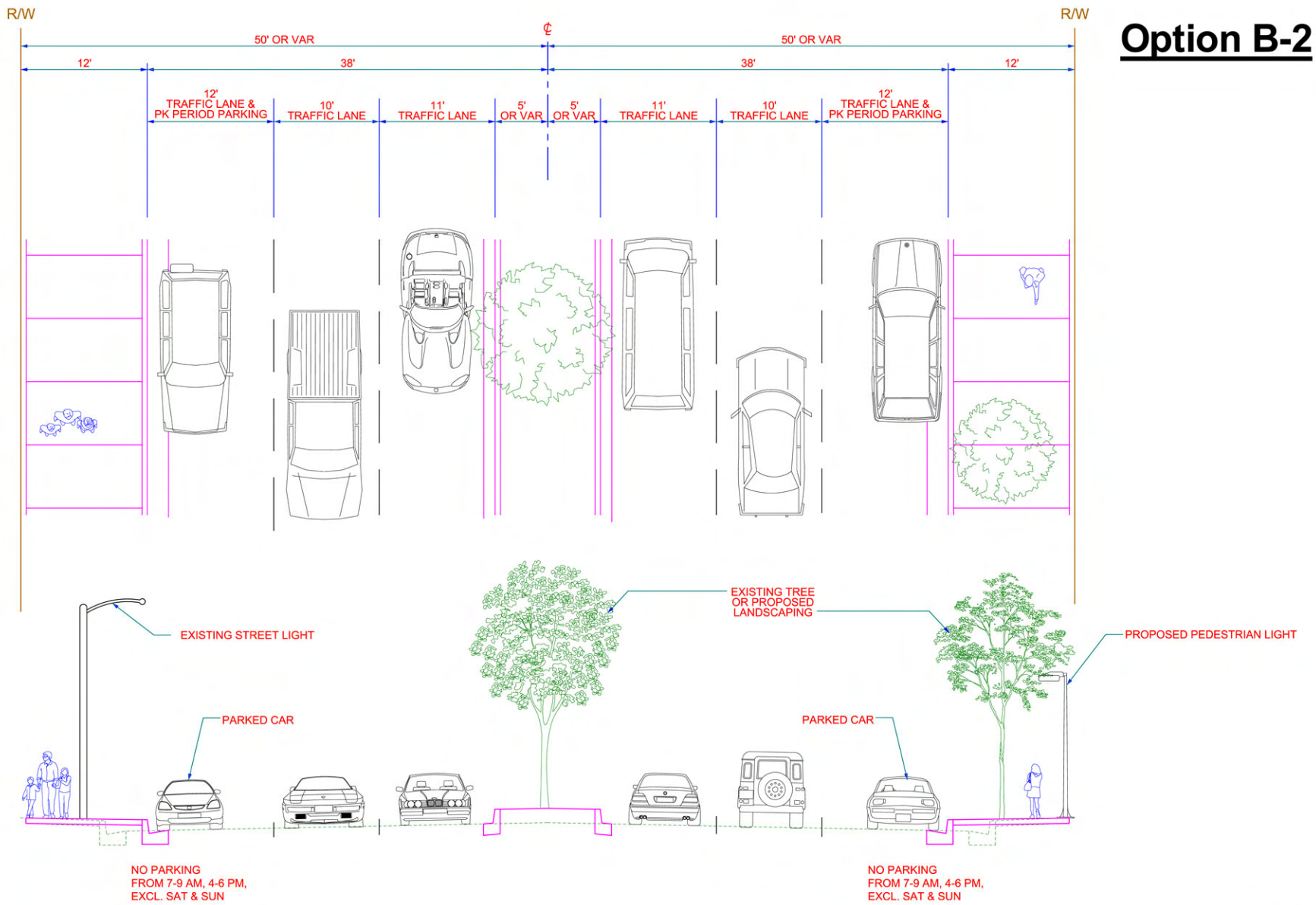

Figure 3-5
Alternative 5 - Option B-2
LACDPW Slauson Ave Revitalization Project EIR

Determination

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Reyna Soriano — Signature

11/14/12 — Date

REYNA SORIANO — Printed Name

For

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "no impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "no impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "no impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially significant impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "potentially significant impact" entries when the determination is made, an environmental impact report (EIR) is required.
4. "Negative declaration: less than significant with mitigation incorporated" applies when the incorporation of mitigation measures has reduced an effect from a "potentially significant impact" to a "less-than-significant impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other California Environmental Quality Act (CEQA) process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used. Identify and state where earlier analyses are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures. For effects that are "less than significant with mitigation incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any, to reduce the impact to a less-than-significant level.

ATTACHMENT A
ENVIRONMENTAL CHECKLIST FORM

SLAUSON AVENUE REVITALIZATION PROJECT

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
I.	**AESTHETICS –** Would the project:				
	a) Have a substantial adverse effect on a scenic vista? The project site is located in a developed, urban area that is highly disturbed and not likely to contain unique aesthetic features. There are no state or County scenic highways or scenic vistas within the vicinity that may be affected by the proposed project alternatives. There are no riding or hiking trails in the immediate vicinity of the project site. The project alternatives would not involve any changes to aboveground structures that would be substantially visible or obstruct the view along a scenic vista. In addition, the proposed project alternatives would be constructed along and within the existing Slauson Avenue right-of-way (including adjacent sidewalks). The 12- to 20-foot sidewalks proposed under the five alternatives would include parkway pedestrian lighting as part of streetscape pedestrian enhancements (see Item I(d), below). Overall, the proposed project alternatives do not have the potential to affect a scenic corridor. No further analysis is warranted.	☐	☐	☐	☒
	b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? The proposed project alternatives are not located within the vicinity of a designated state scenic highway (California Scenic Highways Mapping System). Therefore, implementation of the proposed project alternatives would result in no impact on trees, rock outcroppings, or historic buildings within a state scenic highway. Consequently, the project would not result in substantial damage to scenic resources. No further analysis is warranted.	☐	☐	☐	☒
	c) Substantially degrade the existing visual character or quality of the site and its surroundings? The Slauson Avenue project area is a developed urban corridor that contains a mix of commercial uses including office space, storage and warehouse units, retail stores, service stations, and restaurants. Surrounding land uses include neighborhood commercial, low to medium residential, and low- to mid-rise office buildings. A few buildings along the project corridor consist of retail uses on the ground floor, with office/commercial uses on the upper floors. Residential uses are generally located adjacent to the northern, eastern, and southern	☐	☐	☒	☐

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
portions of the project site, while commercial uses are located adjacent to the western portion. Streetlights are found on concrete poles at the intersections along Slauson Avenue and a few trees are located along the side of the roadway. The proposed streetscape improvements along Slauson Avenue would be at-grade and include new landscaping and parkway pedestrian lighting, which would enhance the visual character the project site. During construction of the proposed project improvements, construction equipment and material staging areas could temporarily diminish the visual character or quality of the site. Furthermore, street trees would be removed as part of the proposed project; however, the proposed project alternatives would include new landscaping and street trees. Implementation of the proposed project alternatives would have a less-than-significant effect on visual quality.				
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? The project site is located within an urban area that contains numerous nighttime lighting sources, including existing streetlights. The proposed streetscape improvements along Slauson Avenue would be at-grade and would include landscaping and parkway pedestrian lighting. The proposed project alternatives would relocate and upgrade the street lighting system to meet current County illumination standards. However, it is not anticipated that the new streetlights would introduce a substantial new source of light that would adversely affect adjacent uses or views. The proposed improvements would not consist of tall or large features that would create substantial shadows or glare. Implementation of proposed project alternatives would have a less-than-significant effect due to glare.	☐	☐	☒	☐
II. <u>AGRICULTURE AND FOREST RESOURCES</u> – In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts on forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forestland, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and Forest carbon measures methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? The project site, which is located within the existing public street right-of-way, is used for transportation-related non-agricultural activities. The California Farmland Mapping and Monitoring Program designates the project site as a "Z-area," which is not mapped on its Important Farmlands Map for Los Angeles County. The soils on the project site are not listed as Prime Farmland or Farmland of Statewide Importance (California Department of Conservation 2010). Furthermore, the project site is not located on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the proposed project alternatives would not convert such farmland to non-agricultural use. No further analysis is warranted.	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use or a Williamson Act contract? The proposed improvements would occur with public street right-of-way adjacent to an area zoned for neighborhood business (Los Angeles County Department of Regional Planning 2012). The only Williamson Act contract within unincorporated Los Angeles County is for the preservation of open space on Santa Catalina Island, which is not within or near the proposed project site. Furthermore, there are no parcels zoned for agricultural uses located within the project site or in the project vicinity. Therefore, the proposed project alternatives would not conflict with a Williamson Act contract or with existing agricultural zoning, and no further analysis is warranted.	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220 (g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? The project site is not zoned Forestland, Timberland, or Timberland Production. The project site is currently developed and does not contain forestland or timberland. Therefore, the proposed project alternatives would not conflict with the zoning or rezoning of forest or timberland. No further analysis is warranted.	☐	☐	☐	☒
d)	Result in the loss of forestland or conversion of forestland to non-forest use? The proposed project would be constructed within the existing public street right-of-way. Therefore, the proposed project would not result in loss or conversion of forestland. No further analysis is warranted.	☐	☐	☐	☒

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
	e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use? The proposed project would not convert farmland or forestland (see Items II(a) and (d)). The proposed project site does not contain any agricultural land. Therefore, the proposed project alternatives would not result in any reduction in the amount of agricultural land. No further analysis is warranted.	☐	☐	☐	☒
III.	**AIR QUALITY –** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
	a) Conflict with or obstruct implementation of the applicable air quality plan? The proposed project site is within the South Coast Air Basin (Basin), which is managed by the South Coast Air Quality Management District (SCAQMD). The proposed project alternatives would be evaluated for compliance with all applicable air quality plans during construction and operation. Potential air quality impacts could be significant. Potential conflicts with local air quality management plans will be analyzed in the EIR.	☒	☐	☐	☐
	b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? The State of California has issued air quality standards for ozone, particulate matter smaller than or equal to 2.5 and 10 microns in diameter ($PM_{2.5}$ and PM_{10}, respectively), carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. The federal government has issued standards for all of the state pollutants, except visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. As stated previously, the proposed project site is within the Los Angeles County portion of the Basin, which is in nonattainment status for ozone, PM_{10}, $PM_{2.5}$, and lead (Pb), as designated by the Clean Air Act. Construction of the streetscape improvements would involve the use of construction equipment that may generate ozone, PM_{10}, and $PM_{2.5}$ emissions; however, these emissions would be temporary and would cease once construction is complete. During project operation, additional motor vehicle delay may occur as a result of Alternatives 1, 2, and 3 and the reduction in roadway capacity, which could result in increased vehicle emissions. Therefore, the project could have the potential to exceed an air quality standard and contribute to a cumulatively considerable net increase in criteria pollutants. This impact is considered potentially significant and will be analyzed in the EIR.	☒	☐	☐	☐

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for zone precursors)? See III (b). This topic will be analyzed further in the EIR.	☒	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations? The sensitive receptors near the project site include residences, schools, and churches. The proposed project alternatives have the potential to improve walkability and create a pedestrian-friendly environment within the corridor because they propose to maintain the existing sidewalk width or increase the sidewalk width from 8 to 20 feet and provide other pedestrian enhancements, such as new landscaping and street furniture. However, under Alternatives 1, 2, and 3, the decrease in roadway capacity (during the AM and PM peak periods) has the potential to increase vehicle emissions because of the additional motor vehicle delay that might occur as a result of the reduction in the number of travel lanes compared with the existing condition. This impact is considered potentially significant and will be analyzed in the EIR.	☒	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people? Objectionable odor emissions could be produced during project construction; however these emissions would be temporary and would cease once construction is complete. This impact is not expected to be significant but will be analyzed further in the EIR.	☐	☐	☒	☐
IV. **BIOLOGICAL RESOURCES –** Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? The proposed project alternatives would be located in a developed, urban area that is highly disturbed, where no sensitive or special status species, or any species identified as a candidate in local or regional plans, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service are known to exist. Therefore, no further analysis is warranted.	☐	☐	☐	☒

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? The proposed project alternatives would be constructed within the existing Slauson Avenue right-of-way, which does not contain areas that have major riparian and other sensitive natural communities identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The project site is fully developed. Therefore, no further analysis is warranted.	☐	☐	☐	☒
c)	Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? The proposed project alternatives would be constructed within the existing Slauson Avenue right-of-way. Drainage courses and water bodies are not present on or in the vicinity of the project site. Therefore, the proposed project alternatives would not have an adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means. Therefore, no further analysis is warranted.	☐	☐	☐	☒
d)	Interfere substantially with the movement of any native resident, migratory fish, or wildlife species; or with established native resident or migratory wildlife corridors; or impede the use of native wildlife nursery sites? Habitat linkages are areas that provide a connection between two or more other habitat areas that are often larger or superior in quality to the linkage. Such linkage sites can be quite small or constricted, but can be vital to the long-term health of connected habitats. Corridors are similar to linkages, but provide specific opportunities for individual animals to disperse or migrate between areas that are generally extensive but otherwise partially or wholly separated regions. Adequate cover and tolerably low levels of disturbance are common requirements for corridors. Habitat in corridors may be quite different than that in the connected areas, but if used by the wildlife species of interest, the corridor will still function as desired. The proposed project site is located in a developed urban area that does not serve as a habitat linkage or a wildlife corridor. There are no areas that have habitat for sensitive species within the proposed project corridor. No habitat linkages or wildlife corridors are present within the project vicinity. Therefore, no further analysis is warranted.	☐	☐	☐	☒

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? The Los Angeles County Oak Tree Ordinance was established to recognize and protect oak trees as significant ecological resources. There are no oak trees present on the project site. Therefore, the proposed project alternatives would not conflict with any local policies or ordinances protecting biological resources. No further analysis is warranted.	☐	☐	☐	☒
f)	Conflict with the provisions of an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or State habitat conservation plan? The project site does not occur within a Los Angeles County Significant Ecological Area or within a Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, no further analysis is warranted.	☐	☐	☐	☒
V.	**CULTURAL RESOURCES –** Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? The proposed project alternatives would be constructed within the existing Slauson Avenue right-of-way and would involve at-grade improvements. Further analysis would be required to determine the presence of historical resources within the Slauson Avenue corridor. However, no existing buildings would be demolished as a result of the proposed project alternatives. Therefore, no significant impacts on historical resources are anticipated. However, this issue will be addressed further in the EIR.	☐	☐	☒	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5? The proposed project alternatives would be constructed within the existing Slauson Avenue right-of-way (including adjacent sidewalks), which has a low likelihood for containing significant archaeological resources. Furthermore, ground disturbance would likely be limited to shallow grading. Therefore, construction is not likely to cause a substantial adverse change in the significance of an archaeological resource; however, this issue will be addressed further in the EIR.	☐	☐	☒	☐

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? The proposed project alternatives would be located on a site in a developed, urban area that is highly disturbed and therefore is not likely to contain unique paleontological resources or sites or unique geologic features. The proposed streetscape improvements would be constructed within the existing Slauson Avenue right-of-way. Ground disturbance would most likely be limited to shallow grading. Therefore, it is unlikely that the proposed project alternatives would destroy unique paleontological resources or sites or unique geologic features.	☐	☐	☒	☐
d)	Disturb any human remains, including those interred outside of formal cemeteries? The closest cemetery to the project site is the Holy Cross Cemetery located 1.72 miles west of the project site. Given the disturbed nature of the project site and the fact that the ground disturbance would be likely limited to shallow grading, it is unlikely that human remains would be encountered. If any human remains are discovered during construction, the contractor will cease the operation and contact a specialist to examine the project site as required by project specifications. Therefore, impacts related to disturbance of human remains would be less than significant.	☐	☐	☒	☐
VI.	**GEOLOGY AND SOILS –** Would the project:				
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. Los Angeles County is seismically active, with more than 50 active and potentially active faults. The Newport-Inglewood Fault Zone, which has been designated by the State Geologist as an Earthquake Fault Zone under the Alquist-Priolo Earthquake Fault Zoning Act, crosses Slauson Avenue within the project limits. The purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults.	☐	☒	☐	☐

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
Although the proposed project site could be subject to strong seismic shaking and experience surface displacement from future faulting, no buildings for human occupancy are proposed as part of the project. Additionally, construction and design of proposed project elements (e.g., streetlights and street furniture) would conform to all applicable seismic design codes. Nonetheless, this issue will be analyzed further in the EIR.				
ii) Strong seismic ground shaking?	☐	☒	☐	☐
The project site is underlain by an active fault system and therefore is susceptible to strong seismic ground shaking conditions, which are a common hazard in most of Southern California. Future large earthquakes along any of the faults in the Southern California region could cause sustained ground shaking within the project area. As a result of the proposed improvements, it is likely that there could be additional business patrons and visitors to the project site that could be exposed to seismic ground shaking hazards. Construction and design of the proposed project alternatives would be required to conform to all applicable seismic design codes. Adherence to the applicable standards for project structures, such as streetlights and street furniture, and implementation of mitigation measures, as needed, would ensure that anticipated impacts would be less than significant.				
iii) Seismically related ground failure, including liquefaction?	☐	☐	☒	☐
Liquefaction is a phenomenon in which a saturated non-cohesive soil temporarily transforms into a fluid mass, resulting in a loss of support. Large areas of the County are at risk of liquefaction. However, according to the California Geological Survey Seismic Hazard Zone Map, the project site is not located in an area that is susceptible to liquefaction. Additionally, the proposed project alternatives involve streetscape improvements to the existing Slauson Avenue roadway and do not include the construction of buildings or other structures for human occupancy. Therefore, implementation of the proposed project alternatives is not expected to expose people or structures to seismically related ground failure, such as liquefaction.				
iv) Landslides?	☐	☐	☒	☐
The proposed project site is located in a hilly area that may be susceptible to landslides. Although the proposed project alternatives include no structures for human habitation and would not affect nearby hillsides, proposed improvements could attract additional business patrons and visitors to the project area and expose persons to existing landslide hazards. This impact is not expected to be significant but will be analyzed further in the EIR.				

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
b)	Result in substantial soil erosion or the loss of topsoil? Construction of the proposed project alternatives would result in ground surface disruption activities, including site grading. These activities could result in soil erosion due to the effect of wind or water on exposed soils. However, construction projects that result in ground disturbance of 1 acre or more must apply for coverage under the National Pollutant Discharge Elimination System (NPDES) statewide general stormwater permit. All construction would follow best management practices (BMPs) to prevent erosion that might move off-site, as required under the stormwater pollution prevention plan (SWPPP) that would be prepared in compliance with State Water Resources Control Board NPDES Construction General Permit 2009-0009. In accordance with existing regulations, the SWPPP will identify BMPs that would be implemented to prevent site runoff and sediment from the construction area from entering the storm drain system. Therefore, by complying with the SWPPP and NPDES permit requirements, impacts on erosion and debris deposition from runoff would be less than significant. Therefore, no further analysis is warranted.	☐	☐	☒	☐
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? The proposed project site is located in a hilly area that may be susceptible to landslides, and consequently, areas in the immediate vicinity of the proposed streetscape improvements may be exposed to slope instability. Although the proposed project alternatives would require minimal excavation and grading, would not affect nearby hillsides, and would not include new structures for human habitation, proposed improvements could attract additional business patrons and visitors to the project area and expose persons to existing landslide hazards. This impact is expected to be less than significant but will be analyzed further in the EIR.	☐	☐	☒	☐
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? Expansive soils are soils containing minerals that absorb water when wet, which causes the soil to expand. The soil unit identified for the project site is Ramona Loam. Ramona soils are gravelly to sandy loam soils found on gentle to steep slopes. They are typically well drained with moderately slow permeability and moderate runoff. They are found on terraces and fans and formed in alluvium derived mostly from granitic and related rock sources. The proposed project site would not be located on expansive soil and no impact would occur. Therefore, no further analysis is warranted.	☐	☐	☐	☒

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? The project does not propose the use of septic tanks or alternative wastewater disposal systems; therefore, no further analysis is warranted.	☐	☐	☐	☒
VII.	**GREENHOUSE GAS EMISSIONS –** Would the project:				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? The project alternatives would temporarily emit greenhouse gases (GHGs) during construction. In addition, long-term GHG emissions could increase due to additional congestion and vehicle delay that could result from the proposed reduction in roadway capacity. This impact is considered potentially significant and will be analyzed in the EIR.	☒	☐	☐	☐
b)	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? The County has enacted a variety of policies and plans, including the Los Angeles Regional Climate Action Plan, to fulfill the objectives outlined in Assembly Bill (AB) 32. The County of Los Angeles General Plan Update also supports the goal of reducing vehicle miles traveled and vehicle trips and promotes bikeway travel and other alternative modes of transportation that reduce GHG emissions. Should project-related GHG emissions impede implementation of plans, policies, or regulations that have been implemented to meet state and/or County GHG emissions reduction goals, this impact would be considered potentially significant. As such, project-related GHG emissions and potential conflicts with applicable plans will be analyzed in the EIR.	☒	☐	☐	☐
VIII.	**HAZARDS AND HAZARDOUS MATERIALS –** Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Construction of the proposed streetscape improvements may involve the use, transport, production, handling, or storage of small amounts of hazardous materials. Any use of hazardous materials during construction activities (e.g., diesel trucks or equipment with small tanks) would be governed by compliance with applicable federal, state, and local regulations and, therefore, are expected to be less than significant.	☐	☐	☒	☐

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? The proposed project alternatives could result in the release of hazardous materials into the environment should construction grading and excavation expose soils contaminated from off-site uses. Standard construction practices would be observed so that any hazardous materials that are released or exposed would be appropriately contained, handled, transported, or remediated as required by local, state, and federal law. It is expected that any potentially significant impacts can be mitigated to a less-than-significant level.	☐	☒	☐	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? Please see the responses to Items VIII(a) and (b). The closest public schools to the project site are the Windsor Hills Elementary School, located approximately 0.46 mile north of the project site, and La Tijera Elementary School, located approximately 0.85 mile southwest of the project site. However, the private Communion Christian Academy is 250 feet west of the site. Minor amounts of hazardous materials, such as diesel fuel, would be used during construction. The release of any spills to the environment would be prevented through the BMPs listed in the SWPPP. Construction activities have the potential to generate toxic air containment (TAC) emissions related to diesel particulate emissions from heavy equipment operations during site grading activities. SCAQMD does not consider diesel-related cancer risks from construction equipment to be an issue due to the short-term nature of construction activities. Construction activities associated with the proposed project alternatives would be sporadic, transitory, and short term in nature (no more than 3 years). An assessment of cancer risk is typically based on a 70-year exposure period. Because exposure to diesel exhaust would be well below the 70-year exposure period, construction of the proposed project is not anticipated to result in an elevated cancer risk to exposed persons due to the short-term nature of construction. As such, project-related toxic emission impacts during construction would not be significant. Long-term TAC emissions could increase because of added congestion and vehicle delay resulting from the proposed reduction in roadway capacity. However, SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulates (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.	☐	☐	☒	☐

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
	In addition, typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes, automotive repair facilities, and dry cleaning facilities. Because the proposed project alternatives would not contain such uses, a health risk assessment is not warranted. Potential project-generated air toxic impacts on surrounding land would be less than significant.				
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment? The proposed improvements would be limited to the public roadway right-of-way. Further analysis would be conducted as part of the EIR to determine whether the proposed project alternatives are located near a site listed pursuant to Government Code Section 65962.5 and the potential hazards due to the proximity of the project site to listed hazards. It is expected that any potentially significant hazards could be mitigated to a less-than-significant level.	☐	☒	☐	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? The project site is not located within an airport land use plan or within 2 miles of a public airport or public use airport. The nearest airport to the project site is Los Angeles International Airport, located approximately 5 miles southwest of the site (Google Earth Pro 2012). Furthermore, the proposed project alternatives would not affect the airport-related safety of people within those areas because construction would be temporary and no construction equipment that would pose a safety hazard to airplanes (e.g., tall cranes, scaffolding, or other large structures) would be used. No further analysis is warranted.	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? The project site is not located within the vicinity of a private airstrip; thus, no further analysis is warranted.	☐	☐	☐	☒

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? The project site is located within Operational Area A of the Los Angeles County Disaster Management Areas (County of Los Angeles Office of Emergency Management Map 2011). The Los Angeles County Fire Department provides emergency medical and fire protection support in the case of an emergency in the project area. The proposed project alternatives may intermittently result in diminished access for emergency vehicles using Slauson Avenue during the construction period. However, the construction phase of the project would be temporary and the County will implement traffic control plans in areas where construction is occurring to accommodate first responders and emergency vehicles so that emergency access is not substantially impaired. In the event of an emergency, all appropriate emergency procedures as outlined by the Los Angeles County Operational Area Emergency Response Plan (1998) would be implemented pursuant to local, state, and federal guidelines during construction of the proposed project. Once construction is complete, emergency vehicle operations could be impaired due to the proposed decrease in roadway capacity (during the AM and PM peak periods) under Alternatives 1, 2 and 3. This impact is considered potentially significant and will be analyzed in the EIR.	☒	☐	☐	☐
h)	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? The proposed project alternatives would not increase the potential for wildland fires or expose people or structures to a significant risk of loss, injury, or death involving wildland fires. According to the California Department of Forestry and Fire Protection's Los Angeles County Very High Fire Hazard Severity Zones (VHFHSZ) in Local Responsibility Areas (LRAs) map, the project site is designated non-VHFHSZ in LRA for unincorporated cities and not located in a fire hazard zone (CAL FIRE 2011). Furthermore, the project site is located in a fully developed urban area in Los Angeles County and is not adjacent to or intermixed with wildlands. Therefore, no further analysis is warranted.	☐	☐	☐	☒

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
IX.	**HYDROLOGY AND WATER QUALITY –** Would the project:				
a)	Violate any water quality standards or waste discharge requirements? The proposed project alternatives would involve the construction of streetscape improvements along Slauson Avenue to provide a pedestrian- friendly environment. BMPs would be implemented for all construction activities as required under the SWPPP required to comply with State Water Resources Control Board NPDES Construction General Permit 2009-0009. Compliance with NPDES permit conditions would minimize impacts on the stormwater conveyance system and receiving water bodies. The operational phase of the streetscape improvements would require the use of water for landscaping. No operational activities are proposed that could substantially degrade water quality or result in waste discharges to stormwater conveyance systems or receiving water bodies that would violate water quality standards; therefore, the impacts would be less than significant.	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? The proposed project alternatives would not rely on groundwater for construction. In addition, the proposed project alternatives would involve only a minor use of water for irrigation of new landscaping. It would not increase the total impervious surface area of the site or its surroundings or inhibit groundwater recharge. Therefore, the impacts would be less than significant and will not be analyzed further in the EIR.	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site? The proposed improvements would not require substantial grading that would alter the topography or street elevation. Consequently, it would not substantially alter the drainage pattern. Therefore, no further analysis is warranted.	☐	☐	☐	☒

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? See Item IX(c). The proposed project alternatives would not substantially alter drainage patterns. Additionally, it would not affect the course of a river or stream and it would not increase the amount of impervious surfaces. Therefore, no further analysis is warranted.	☐	☐	☐	☒
e)	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? See Items IX(c) and (d). The proposed project alternatives would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, no further analysis is warranted.	☐	☐	☐	☒
f)	Otherwise substantially degrade water quality? See Item IX (a). This impact will be further analyzed in the EIR.	☐	☐	☒	☐
g)	Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? According to the Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency (FEMA), the project site is identified as X—no flood hazard. The project site is not located within a 100-year flood hazard area. Furthermore, the proposed project alternatives do not include construction of housing or any other habitable structures. Therefore, no further analysis is warranted.	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows? See response to Item IX(g). No further analysis is warranted.	☐	☐	☐	☒
i)	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? The project site is not located in a potential dam inundation area (General Plan Safety Element). The proposed project alternatives do not include construction of housing or any other habitable structures. Therefore, the proposed project alternatives would not expose people	☐	☐	☐	☒

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
	or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. No further analysis is warranted.				
	j) Inundation by seiche, tsunami, or mudflow? The hilly nature of the project area coupled with the presence of landslide zones and the potential for intense and/or frequent storms means that certain areas in the vicinity of the project site could be subject to mudflow conditions. However, the proposed project improvements would be limited to the existing public street right-of-way and would not affect nearby hillsides. Therefore, the impacts are expected to be less than significant. The project site is located approximately 8 miles west of the Pacific Ocean. There are no large dams, lakes, or reservoirs within the vicinity of the project site.	☐	☐	☒	☐
X.	**LAND USE AND PLANNING –** Would the project:				
	a) Physically divide an established community? The proposed project alternatives would involve the construction and operation of streetscape improvements along the existing Slauson Avenue roadway. No changes to surrounding land uses and no barriers that would divide the community are proposed. Additionally, a goal of the proposed project is to provide a pedestrian- friendly environment that would facilitate connections between the surrounding community and private businesses and public facilities along Slauson Avenue. Therefore, implementation of the proposed project alternatives would connect communities rather than divide them. No further analysis is warranted.	☐	☐	☐	☒
	b) Conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? The proposed reduction in roadway capacity under Alternatives 1, 2, and 3 (during the AM and PM peak periods) would conflict with the Los Angeles County Highway Plan Transportation Element. This impact is potentially significant and will be further analyzed in the EIR.	☒	☐	☐	☐

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan? According to the County Planning area, the proposed project site does not contain any areas falling within the purview of any applicable habitat conservation plan or natural community conservation plan. Therefore, no further analysis is warranted.	☐	☐	☐	☒
XI.	**MINERAL RESOURCES –** Would the project:				
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? The project site is not located within a Mineral Resource Zone (MRZ)-2 zone, which indicates the inclusion of known mineral deposits. The proposed project is located, however, within the vicinity of oil and gas reserves. Since the proposed project alternatives would be constructed within the existing street right-of-way, the proposed construction would not result in the loss of availability of a known mineral resource that is of value to the region and the residents of the state. Therefore, no further analysis is warranted.	☐	☐	☐	☒
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? See Item XI(a), above. The proposed project site is not located within a locally important mineral resource discovery site delineated in the County general plan. Therefore, no further analysis is warranted.	☐	☐	☐	☒
XII.	**NOISE –** Would the project result in:				
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or ordinance or applicable standards of other agencies? Noise levels in the vicinity of the project site would increase during the construction phase of the proposed project. Should construction occur during nighttime hours, this impact could be potentially significant. This impact is considered potentially significant and will be analyzed in the EIR. Operation of Alternatives 1 through 3 is unlikely to result in increased noise levels because widened sidewalks would move traffic lanes farther from nearby sensitive receptors. Alternatives 4 and 5 would provide three permanent travel lanes, which could result in noise levels at adjacent properties similar to existing conditions.	☒	☐	☐	☐

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? See Item XII(a). Increased groundborne vibration or groundborne noise levels within the vicinity of the proposed project could occur during the construction phase of the project. Given the distance separating nearby noise-sensitive uses such as residences from the project site, operation of the proposed project alternatives would not have the potential to expose persons to or generate excessive groundborne vibration or noise levels, and there would be no increase in the number of travel lanes.	☒	☐	☐	☐
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Operation of the proposed project would not result in the use of amplified sound or other noise-generating equipment. The proposed project alternatives would improve walkability and create a pedestrian-friendly environment within the corridor. Alternative 1 would not increase the number of traffic lanes. Alternatives 4 and 5, which propose three traffic lanes, have similar traffic noise levels in the area as the existing alignment.	☐	☐	☒	☐
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? Construction of the streetscape improvements would involve the use of noise-generating construction equipment, resulting in temporary and periodic increases in noise levels along the proposed project corridor. This impact is considered potentially significant and will be analyzed further in the EIR.	☒	☐	☐	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? The nearest airport to the project site is Los Angeles International Airport, located approximately 5 miles southwest of the site (Google Earth Pro 2012). The project site is not located within an airport land use plan or within 2 miles of an airport land use plan, public airport, or public use airport; therefore, no further analysis is warranted.	☐	☐	☐	☒

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? See Item XII(e). No private airstrips are located in the project vicinity. Thus, no one residing or working in the project area would be exposed to excessive noise levels associated with a private airstrip. No further analysis is warranted.	☐	☐	☐	☒
XIII.	**POPULATION AND HOUSING –** Would the project:				
a)	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? The proposed project alternatives would involve the construction of streetscape improvements along Slauson Avenue. The project would not include the construction of homes or businesses. Therefore, the proposed project alternatives would not directly increase the project area's population. However, an objective of the project is to encourage revitalization of the area through pedestrian friendly improvements along Slauson Avenue, and therefore, the project could indirectly induce business development and population growth. This indirect effect, however, is expected to be less than significant.	☐	☐	☒	☐
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? The proposed project alternatives would involve the construction and operation of streetscape improvements within the existing Slauson Avenue roadway right-of-way. It would not displace any existing housing. Therefore, no further analysis is warranted.	☐	☐	☐	☒
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? No businesses or residences are proposed to be demolished or displaced by the proposed project. Therefore, no further analysis is warranted.	☐	☐	☐	☒
XIV.	**PUBLIC SERVICES**				
a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
i) Fire protection?	☐	☐	☒	☐

Fire protection services in the project area are currently provided by the Los Angeles County Fire Department, Station No. 58, located at 5757 South Fairfax Avenue. The closest City of Los Angeles fire station to the project site is Station No. 66, located at 1909 West Slauson Avenue, Los Angeles. The proposed project would involve the construction of streetscape improvements along Slauson Avenue. The proposed project alternatives may intermittently result in diminished access for emergency vehicles during the construction period. The County will implement traffic control plans during construction to accommodate first responders and emergency vehicles so that emergency access is not substantially impaired. The Los Angeles County Fire Department maintains fire flow and hydrant requirements for public spaces. The proposed project improvements would be constructed in compliance with County fire-flow and hydrant requirements. Additionally, the streetscape improvements are not a fire-sensitive use and would not require the use of water for firefighting purposes. However, implementation of Alternatives 1, 2, and 3 would result in a reduction in the number of travel lanes (during the AM and PM peak periods), which may increase traffic congestion and affect response times. Although the impact on emergency vehicle response time is not expected to be significant, this impact will be further analyzed in the EIR.

ii) Police protection?	☐	☐	☒	☐

The closest City of Los Angeles police station to the project site is the 77th Street Community Police Station, which is under the jurisdiction of the Los Angeles Police Department's South Bureau. The station is located at 7600 S. Broadway, Los Angeles. The closest Los Angeles County Sheriff's station to the project site is the Marina del Rey Station, located at 13851 Fiji Way, Marina del Rey.

The proposed project alternatives would involve the construction of streetscape improvements. The proposed project alternatives may intermittently result in diminished access for emergency responders during construction. Additionally, implementation of Alternatives 1, 2, and 3 would result in a reduction in the number of travel lanes (during the AM and PM peak periods), which may increase traffic congestion and affect response times. Although the impact on emergency vehicle response time is not expected to be significant, this impact will be further analyzed in the EIR.

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
iii) Schools?	☐	☐	☒	☐
The proposed project would not directly increase student populations because it would not include new residential or business development. However, a primary objective of the project is to encourage revitalization of the area through pedestrian-friendly improvements along Slauson Avenue, which could induce new development and indirectly increase project area populations. However, the indirect impacts on local schools due to increased population are not expected to be significant.				
iv) Parks?	☐	☐	☒	☐
The project alternatives would not directly increase the number of parks in the area because it would not include new residential or business development. However, a primary objective of the project is to encourage revitalization of the area through pedestrian-friendly improvements along Slauson Avenue, which could induce new development and indirectly increase project area populations. However, the indirect impacts on parks due to increased populations are not expected to be significant.				
v) Other Public Facilities?	☐	☐	☒	☐
The proposed project alternatives would not directly increase the use of other facilities in the area because it would not include new residential or business development. However, a primary objective of the project is to encourage revitalization of the area through pedestrian-friendly improvements along Slauson Avenue, which could induce new development and indirectly increase project area populations. However, the increased populations are not expected to have a significant impact on other public facilities.				
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
The proposed project alternatives would involve the construction of streetscape improvements. The proposed project alternatives would not directly increase the use of existing neighborhood parks or regional parks such that substantial physical deterioration of the facility would occur or be accelerated. No further analysis is warranted.				

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? One of the goals of the proposed project is to provide a pedestrian-friendly environment that would improve connectivity to recreational facilities restaurants, and shops, and would promote walking to these destinations. The creation of connective corridors to recreational facilities would not require new or expanded recreational facilities for future residents; rather, it facilitates access to existing facilities. No further analysis is warranted.	☐	☐	☐	☒
XVI.	**<u>TRANSPORTATION/TRAFFIC</u> –** Would the project:				
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? The proposed reduction in the number of traffic lanes under Alternatives 1, 2, and 3 (during the AM and PM peak periods) would conflict with the Los Angeles County Highway Plan Transportation Element. This impact is potentially significant and will be further analyzed in the EIR.	☒	☐	☐	☐
b)	Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways?	☒	☐	☐	☐
	The proposed project alternatives would temporarily increase traffic due to additional trips to and from the site involving haul trucks, construction equipment, and personal vehicles. These vehicle trips are directly related to construction activities and are temporary in nature. The proposed project alternatives involve streetscape improvements to Slauson Avenue. Implementation of the Alternatives 1, 2, and 3 would result in a reduction in the number of travel lanes (during the AM and PM peak periods), which may increase traffic congestion. Therefore, the proposed project may have the potential to decrease level of service (LOS) at streets, highways, or intersections located in the project area. Anticipated impacts related to the LOS standard as established in the Congestion Management Program for Los Angeles County would be potentially significant and will be further analyzed in the EIR.				

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? The nearest airport to the project site is the Los Angeles International Airport, located approximately 5 miles southwest of the site (Google Earth Pro 2012). The proposed project alternatives would involve the construction of streetscape improvements. The proposed project alternatives do not include any components that would in any way affect air traffic. The proposed project alternatives would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that would result in substantial safety risks. Therefore, no further analysis is warranted.	☐	☐	☐	☒
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? The proposed project alternatives would involve the construction of streetscape improvements along Slauson Avenue. Alternatives 1, 2, and 4 would either include a striped bike lane or a bike route, which would encourage bicycle travel along Slauson Avenue. Consequently, the increased number of bicyclists could result in an increase in the number of bicycle accidents with motor vehicles along the proposed project corridor. However, by providing a striped bike lane or a bike route, the proposed project alternatives have the potential to provide riders a safer environment. Therefore, the proposed project alternatives would not result in an increase in hazards due to a design feature or incompatible use.	☐	☐	☒	☐
e)	Result in inadequate emergency access? The proposed project alternatives may intermittently result in diminished access for emergency vehicles during construction. However, the construction phase of the project would be temporary. The County will implement traffic control plans in areas where construction is occurring to accommodate first responders and emergency vehicles so that emergency access is not substantially impaired. Once construction is complete, emergency vehicle operations could be impaired because of the decreased roadway capacity under Alternatives 1, 2, and 3(during the AM and PM peak periods).	☐	☐	☒	☐
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? The proposed project alternatives would involve the construction of streetscape and pedestrian-friendly improvements.	☐	☐	☒	☐

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
XVII.	**UTILITIES AND SERVICE SYSTEMS –** Would the project:				
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? The proposed project alternatives would involve the construction of streetscape improvements. No uses or activities that would generate wastewater requiring wastewater treatment are proposed as part of the project. The proposed project alternatives would have no impact on the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. Therefore, no further analysis is warranted.	☐	☐	☐	☒
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? The proposed project alternatives would involve the construction of streetscape improvements. The proposed project alternatives would not use water in amounts that would have a significant impact on water treatment facilities. A minimal amount of additional water would be used for irrigation of new landscaping. The proposed project alternatives would not include new or expanded water or wastewater treatment facilities. In addition, the project would not require the construction or expansion of water or wastewater treatment facilities. Therefore, no further analysis is warranted.	☐	☐	☐	☒
c)	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? The project site is in an urbanized area that is adequately served by the existing storm drain system. Operation of the proposed project alternatives would not create substantial amounts of additional runoff that would require construction of new stormwater drainage facilities or the expansion of existing facilities. Therefore, no further analysis is warranted.	☐	☐	☐	☒
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? Construction and operation of the proposed project alternatives would not require new or expanded entitlements. The proposed project alternatives would involve the construction and operation of streetscape improvements along Slauson Avenue and would not involve the construction of water wells or adversely affect ground water supply. The proposed project alternatives would not use any water, except for	☐	☐	☒	☐

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
	irrigation of landscaping improvements, which would be a minimal amount. As a result, the minimal increase in demand for water would not exceed existing water supplies. Therefore, no further analysis is warranted.				
e)	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? See Item XVII(b). Construction and operation of the proposed project alternatives would not increase the demand for wastewater treatment facilities in the area. The project alternatives would not include uses or activities that would generate wastewater requiring treatment and, thus, would not result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the project's demand. Therefore, no further analysis is warranted.	☐	☐	☐	☒
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? The proposed project alternatives would not produce any solid waste during operation. Construction activities may generate minor amounts of solid waste, but those small amounts would be recycled or disposed of in existing landfills. Adequate landfill capacity exists to accommodate any construction debris. If disposal would occur at an off-site location, it would be disposed of in accordance with the County of Los Angeles' regulations. Therefore, through compliance with the applicable regulations, impacts on solid waste disposal needs would be less than significant as a result of the proposed project alternatives and no further analysis is warranted.	☐	☐	☐	☒
g)	Comply with federal, state, and local statutes and regulations related to solid waste? Disposal of all solid waste generated by the proposed project alternatives would comply with federal, state, and local statutes and regulations related to solid waste. Therefore, no further analysis is warranted.	☐	☐	☐	☒

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
XVIII.	**MANDATORY FINDINGS OF SIGNIFICANCE**				
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? The proposed project alternatives would be constructed within the existing Slauson Avenue right-of-way in a developed urban area. Construction of streetscape improvements, including sidewalk widening, would require shallow grading only. Therefore, implementation of the proposed project alternatives would not be likely to result in substantial degradation of the quality of the environment, and potential impacts associated with the streetscape improvements would not substantially affect the habitat of a wildlife species, cause a species to drop below self-sustaining levels, threaten to eliminate a plant or animal community, affect a rare or endangered species, or eliminate important examples of history or prehistory.	☐	☐	☒	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) The proposed project alternatives would be constructed within the existing Slauson Avenue roadway right-of-way. The proposed project's primary objective is to encourage revitalization of the area as a town center through pedestrian-friendly environment improvements along Slauson Avenue. The proposed project alternatives do not involve the construction of habitable structures or the conversion of large tracts of undisturbed land. However, Alternatives 1, 2, and 3 would result in a reduction in the number of travel lanes along Slauson Avenue, which could increase traffic congestion and result in increased motor vehicle pollutant emissions. The cumulative traffic and air quality impacts of the proposed project would be potentially significant and will be analyzed further in the EIR.	☒	☐	☐	☐

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
c)	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? Implementation of Alternatives 1, 2, and 3 would result in a reduction in the number of travel lanes along Slauson Avenue, which could increase traffic congestion and result in increased motor vehicle pollutant emissions, which may adversely affect nearby sensitive uses. Traffic and air quality impacts would be potentially significant and will be analyzed further in the EIR	☒	☐	☐	☐